

COUNTRY Hungary

SECURITY INFORMATION REPORT NO.

TOPIC Hungarian Airfields Provided with Concrete Runways

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EVALUATION

PLACE OBTAINED

25X1C

DATE OF CONT

DATE OBTAINED

DATE PREPARED 6 December 1951

REFERENCES

PAGES

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ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

with a concrete runway, 2,400 meters long and 80 meters wide. The concrete surface of the runways was 30 cm and 22 cm for the taxiways. For the construction of the runways the ground was dug 80 cm deep. The base of the runway consisted of gravel topped by a concrete surface.

2. Papa (P 48/Y 30) airfield, code designation G 2, had an old concrete runway, 2,000 meters long and 70 cm wide. The concrete surface was 13 cm thick. A 3-cm asphalt layer was applied to the old concrete surface. This layer was then topped by a new 8-cm concrete layer. A second and new concrete runway of the field was 2,200 meters long, 70 meters wide, and its concrete surface was 22 cm thick. Concrete taxiways were also available. (1)
3. Toekoel (Q 48/H 40) airfield, code designation G 3, had a runway 2,200 meters long and 70 meters wide. The concrete surface of the runway was 22 cm thick. The southeastern portion of the runway was reinforced. The length could not be determined
4. Taszar (Y 5/B 06) airfield, code designation G 4, had a concrete runway, 2,500 meters long and 70 meters wide. Its concrete surface was 22 cm thick. When this runway was built, the earth was mixed with cement, sprinkled with water, and then rolled. The concrete was then applied to the rolled ground.
5. Kunmadaras (R 48/J 80) airfield, code designation G 5, had a concrete runway 2,500 meters long and 70 meters wide. Its concrete surface was 22 cm thick. 27 aircraft revetment boxes and concrete taxiways were also available at the field. (2)
6. Debrecen (R 48/K 40) airfield, code designation G 6, had a concrete runway, 2,500 meters long and 70 meters wide. Its concrete surface was 22 cm thick. A strip of 800 meters in the eastern portion of the runway was reinforced.
7. Szentrikalyszabadja (P 48/D 78) airfield, code designation G 7, was not provided with concrete runways. The terrain of the field was stony and hard.

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8. Kecskemet (Y 6/N 95) airfield, code designation G 8, had a runway 2,200 meters long and 70 meters wide. Its concrete surface was 22 cm thick.
9. Madocsa airfield, south of Budapest, west of the Danube River, code designation G 9, was not provided with concrete runways or taxiways. The construction of a taxiway is planned for 1952. Excavation work for this purpose had already started. (3).
10. Kiskunlachaza (Q 48/N 49) airfield, code designation G 10, had a concrete runway 2,200 meters long and 70 meters wide. Its concrete surface was 22 cm thick.
11. Szolnok-Rakoczifalva (Q 48/O 38) airfield, code designation G 11, had a concrete runway 2,200 meters long and 70 meters wide. Its concrete surface was 22 cm thick. (4)
12. The construction of a concrete runway is planned at Miskolc (R 49/J 97) airfield, code designation G 12, at Szekesfehervar-Sosto (Q 48/E 09) airfield, and at Balaton-Kiliti (Y 5/D 86) airfield, designation G 14.
13. The concrete used for the construction of the runways consists of a mix

Comments.

- (1) This statement indicates that Papa airfield was provided with two runways. This information requires confirmation, because it was previously reported that only one runway was at this field.
- (2) The existence of an airfield at [REDACTED] is reported for the first time. The information regarding the status of the field.
- (3) The existence of an airfield at Madocsa is reported for the first time. The pinpoint location of this field could not be determined on maps available.
- (4) The existence of a runway at Szolnok-Rakoczifalva airfield is reported for the first time. However, the existence of a runway there was mentioned in a previous report. Confirmatory information is required.
- (5) This compilation of data on the runways available at Hungarian airfields appears credible, since most of this information confirms previous information.

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